

(12) INTERNATIONAL APPLICATION PUBLISHED UNDER THE PATENT COOPERATION TREATY (PCT)

(19) World Intellectual Property
Organization
International Bureau



(43) International Publication Date
22 January 2004 (22.01.2004)

PCT

(10) International Publication Number
WO 2004/007227 A2

(51) International Patent Classification⁷: B60K

CZ, DE, DK, DM, DZ, EC, EE, ES, FI, GB, GD, GE, GH, GM, HR, HU, ID, IL, IN, IS, JP, KE, KG, KP, KZ, LC, LK, LR, LS, LT, LU, LV, MA, MD, MG, MK, MN, MW, MX, MZ, NO, NZ, OM, PH, PL, PT, RO, RU, SD, SE, SG, SK, SL, TJ, TM, TN, TR, TT, TZ, UA, UG, US, UZ, VN, YU, ZA, ZM, ZW.

(21) International Application Number:
PCT/KR2003/001386

(22) International Filing Date: 12 July 2003 (12.07.2003)

(25) Filing Language: Korean

(26) Publication Language: English

(30) Priority Data:
10-2002-0041827 16 July 2002 (16.07.2002) KR

(84) Designated States (regional): ARIPO patent (GH, GM, KE, LS, MW, MZ, SD, SL, SZ, TZ, UG, ZM, ZW), Eurasian patent (AM, AZ, BY, KG, KZ, MD, RU, TJ, TM), European patent (AT, BE, BG, CH, CY, CZ, DE, DK, EE, ES, FI, FR, GB, GR, HU, IE, IT, LU, MC, NL, PT, RO, SE, SI, SK, TR), OAPI patent (BF, BJ, CF, CG, CI, CM, GA, GN, GQ, GW, ML, MR, NE, SN, TD, TG).

(71) Applicant and

(72) Inventor: JO, Koang-Ho [KR/KR]; b-402 Cheong cheon green billra, 68-91 Cheong, Cheon-dong, Bupyeong-ku, Incheon-chi 403-030 (KR).

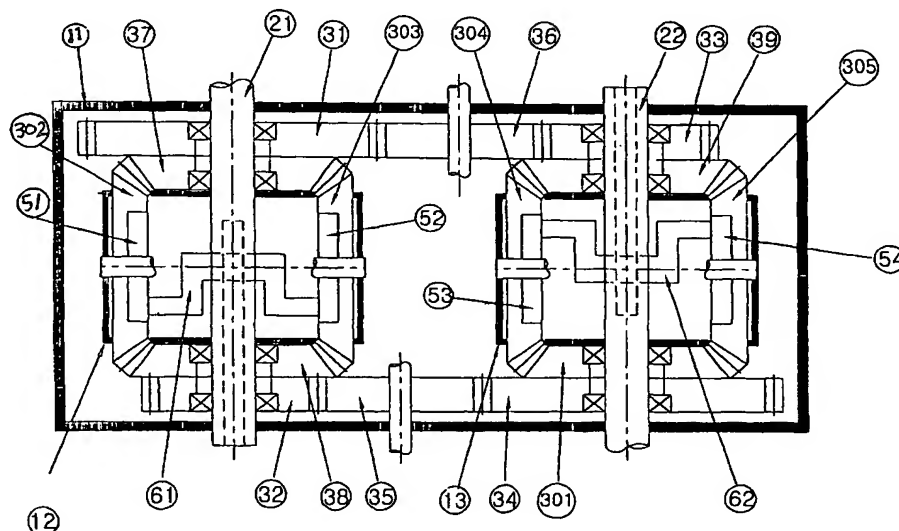
Published:

— without international search report and to be republished upon receipt of that report

(81) Designated States (national): AE, AG, AL, AM, AT, AU, AZ, BA, BB, BG, BR, BY, BZ, CA, CH, CN, CO, CR, CU,

For two-letter codes and other abbreviations, refer to the "Guidance Notes on Codes and Abbreviations" appearing at the beginning of each regular issue of the PCT Gazette.

(54) Title: NONSTEP VARIABLE SPEED DEVICE



(57) Abstract: All power generating member for generating a torque needs a transmission for randomly controlling the torque. Most of current transmission utilizes the engagement of gears having different gear rates or frictions as a medium. The transmission according to the engagement of gears generates the transmission the transmission shock and the transmission utilizing the friction as a medium has a limit caused by the friction. In order to resolve the problems, it is suggested to construct elements which may move in position in gears to distribute the torque to a low speed line or a high speed gear line in the constant engagement state, thereby realizing the continuous speed change from the high speed to the low speed or vise versa. Such a continuously variable transmission is applicable to vehicles and heavy equipment utilizing an internal combustion engine as a power generating source and any other vehicles.